DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SF	80	13.2/13.9	786R2	1204

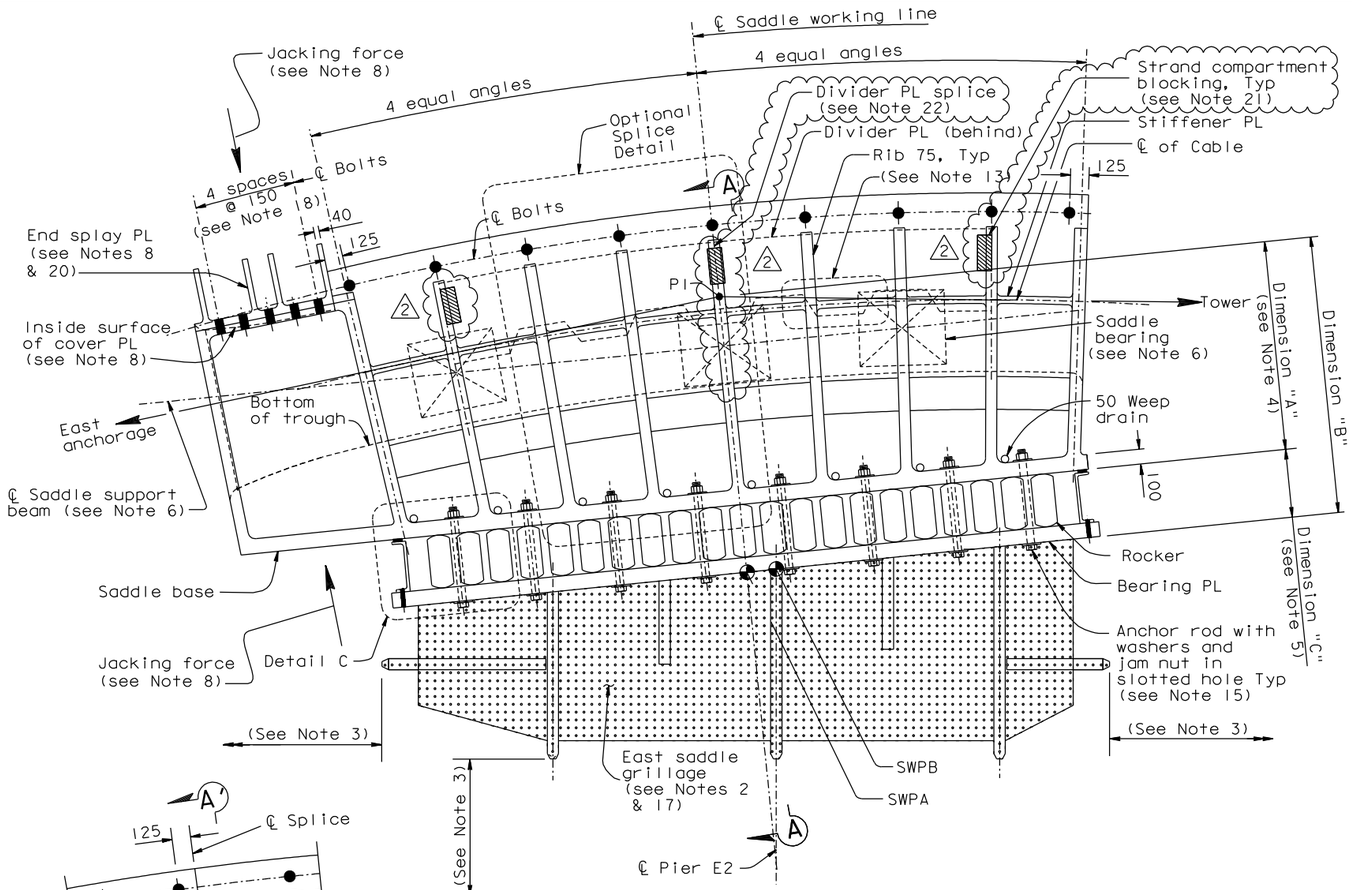
Caltrans Metric

George Baker
REGISTERED ENGINEER - CIVIL

12-6-04
PLANS APPROVAL DATE

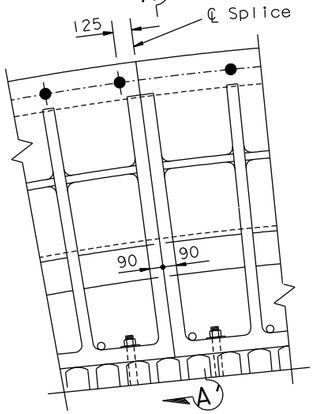
REGISTERED PROFESSIONAL ENGINEER — George S. Baker — No. C 57112 — Exp. 12/31/05 — CIVIL — STATE OF CALIFORNIA

T.Y. LIN / MOFFATT & NICHOL
825 BATTERY STREET
SAN FRANCISCO, CA 94111



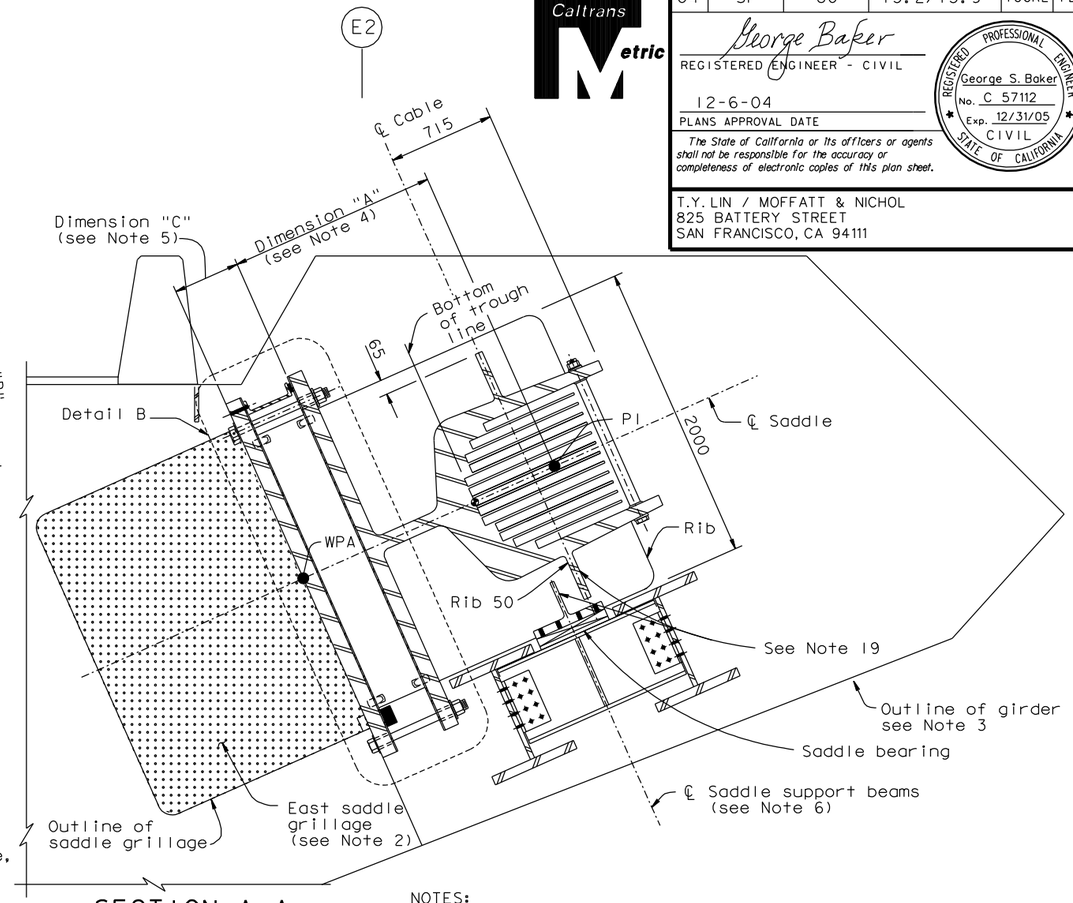
ELEVATION OF TYPICAL EAST SADDLE (IN THE PLANE OF CABLE) (See Note 6)

1:20



OPTIONAL SPLICE DETAIL

1:20



SECTION A-A

1:20

(Shown for south anchorage, north anchorage similar and opposite hand)

20. At the Contractor's option, it is acceptable to incorporate permanent diaphragm plates at the end splay plate, subject to review and approval of the Engineer.

△2 21. The Contractor shall fabricate and install new blocking. For typical blocking, see Section A-A on "East Saddle Details No.5" sheet. For typical blocking details, see "East Saddle Details No.5A" sheet.

22. The blocking shall be placed such that it straddles the divider plate splicing joint.

12. All divider plates shall be hot dip galvanized with Class A coating.
13. For detail of Divider PL joint, see "West Deviation Saddle Details No.3" sheet.
14. In the bolted splices the flatness of the faying surfaces shall be ±0.5 mm per meter, and the gap between them shall not exceed 0.5 mm per meter. The perimeters of faying surfaces shall be caulked.
15. Slotted holes may be placed in bearing PL or saddle base PL.
16. The Contractor may propose holes and attachments for erection, subject to review and approval of the Engineer. Upon erection completion, all holes shall be filled with bolts.
17. It is acceptable to align the ends of grillage PL A with a projection of the centerline of the outmost saddle ribs, subject to review and approval of the Engineer.
18. Spacing may be adjusted to accomodate jacking, subject to review and approval of the Engineer.
19. It is acceptable to extend the saddle rib to the saddle bearing plate in lieu of the bearing plate web extension subject to review and approval of the Engineer. Where the offset between the saddle rib and the support beam centerlines exceeds 60 mm, the bearing plate shall be thickened to 60 mm.

NOTES:

1. For Section A'-A', Details B and C, see "East Saddle Details No.6" sheet.
2. For east saddle grillage details, see "Girder At Pier E2 No.5" sheet.
3. For girder details at the east saddle, see "Girder At Pier E2" sheets.
4. For dimension "A", see "East Saddle Details No.2" sheet.
5. For dimension "C", see "East Saddle Details No.6" sheet.
6. For saddle bearings and saddle beam support details, see "East Saddle Details No.7" sheet.
7. For the plane of the cable, see "East Saddle Details No.1" and "East Saddle Details No.2" sheets.
8. End splay plate shall be pressed into place by jacking and bolted to the saddle after completion of cable erection and before load transfer to cable. Total jacking capacity shall be at least 1.9 MN. For end splay PL details, see "East Saddle Details No.5" sheet.
9. Bearing surfaces of rockers shall be finished to ANSI 250 surface roughness. Rocker bearing surfaces shall be finished to ANSI 250 and shall be finished flat to ±0.5 mm per meter of surface length.
10. All surfaces inside the trough shall be machined to ANSI 500 roughness. The geometric tolerance of the surfaces shall not exceed ±1.5 mm per meter of surfaces without sudden kinks.
11. The inside of the troughs shall be metallized with a coating thickness not less than 0.4 mm.

REGISTERED PROFESSIONAL ENGINEER — Marwan N. Nader — No. C 054426 — Exp. 12/31/13 — CIVIL — STATE OF CALIFORNIA

FOR REVISIONS ONLY

CONTRACT CHANGE ORDER NO. _____
SHEET ____ OF ____

REQUESTS FOR INFORMATION NOT ADDRESSED IN THIS CCO REMAIN IN FORCE

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

MARK	DATE	REVISIONS	BY	CH'D	CCO#
△2	05/07/12	SADDLE BLOCKING	GB	MN	240
△1	09/01/11	EAST END OBG	GB	MN	87

R. Valizadeh/V. Toan/Y.L./W.L./F.C.
DESIGN OVERSIGHT
Roya Valizadeh / Vong Toan / Y. Liu
SIGN OFF DATE 05/07/12

	BY	CHECKED
DESIGN	G. Baker	J. Kuliki
DETAILS	R. Kanitkar	T. McMeans
QUANTITIES	D. Turner	D. Harrison

PREPARED FOR THE STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

R. Manzanarez
PROJECT ENGINEER

BRIDGE NO. 34-0006L/R
KILOMETER POST 13.2/13.9

SAN FRANCISCO OAKLAND BAY BRIDGE
EAST SPAN SEISMIC SAFETY PROJECT
SELF-ANCHORED SUSPENSION BRIDGE (SUPERSTRUCTURE & TOWER)

EAST SADDLE DETAILS NO.3

Rev. Date: 5-18-98

ORIGINAL SCALE IN MILLIMETERS FOR REDUCED PLANS 0 10 20 30 40 50 60 70 80 90 100

CU 04
EA 0120F1

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY): 05/15/99 | 08/02/99 | 05/31/01 | 04/08/02 | 07/01/02 | 12/18/02 | 11/18/05 | 12/07/05

SHEET 369R2 OF

FILE => L:\BB\04-012001\SAS\Contract Plans and CCO\CCO\CCO#240\2-Revision 05-07-12\DGN\agsdd11.dgn

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USERNAME => arivera